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25X1 25X1 25X1	(c)	Komarom-Budapest section of the river. The water current was slower than on the previous two stretches.  Generally the width of the channel was about 60 m.  four places (one about two km below Szob) where there were sand banks in the channel. These spots were indicated by buoys. The channel was being cleared along this section in different places. With the exception of the sand banks the navigation was not hazardous.	
	(a)	Budapest-Mohacs section of the river. The water current, with the exception of the Dumifoldvar section (about three km long), had about the same speed as the previous stretch. There were sand banks in the channel, indicated by buoys, in the Adony [4706N-1851E] and Harta [4642N-1901E] areas. At Dunafoldvar a maximum of two barges could be towed at one time. The width of the channel between Budapest and Mohacs varied between approximately 60 and 80 m. In some places near Harta and Dunapataj [4636N-1859E] the channel was as narrow as 30 m. Nowhere were special pilots necessary ever this stretch. The lowest depth of the channel was about 14 feet in the Harta and Dunapataj areas. There were a few places on the Budapest-Mohacs stretch where the channel was obstructed by shipwrecks. These spots were indicated by buoys with yellow lights on (both day and night) going on and off every 30 seconds. The sand banks were indicated in the same manner. In two places between Budapest and Dunafoldvar the channel was being enlarged during April 1951.  Clearing operations in one place along this stretch.	
25X1	(e)	the same speed as on the previous stretch. Between Gradiste and Relgrade there were two places /Iocations not recalled where there were sandbanks. Between Gradiste and Smederevo / A440M-2057E/ the channel was as narrow as 30-40 m in certain points. At Novi Sad / 4515N-1950E/ over a few kilometers the navigation was slower because of the depth of the channel. channel enlargement work above Novi Sad. In one spot in that area, over a stretch of about 300 m, stones were being dumped in the water, probably in order to change the current. No special pilots were required on the Mohacs-Gradiste stretch. The width of the channel of this stretch averaged 60 to 80 m.	25X1 25X1
25X1	( a \	About five to six km downstream indicated by buoys.	2581
25X1	(f)	Gradiste-Drencova (about six km downstram from Berzaeka 4439N-2158E) section of the river. On this stratch the channel averaged 60 to 80 m width.  The current had about the same speed as the previous stretch.  There were no navigational hazards.	
	(3)		
25X1		The pilots for the Iron Gates section were eight, all Rumanians. The channel in this section was about 60 m wide on the average. Within the Iron Gates section which extended about five km the channel was as narrow as 20 m. Only one boat towing one barge could navigate at one	25X1
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time through the Iron Gates. The whole Iron Gates section channel was visible from Drencova. On the Rumanian side of the river a locomotive (narrow gauge tracks), when necessary, pulled the boat and barge upstream. Sometimes the tug and barge were towed upstream by another boat. It took about two to 2½ hours for a 600 HP tug and one loaded 80 ton barge to go upstream through the Iron Gates.

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(h) Orsova-Turnul Severin /4438M-2239E/ section of the river. The current was not strong on this stretch. The channel was 60 to 90 m wide.

banks or shipureous in the channel along this section of the Danube. Special pilots were not needed for navigation on this stretch.

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(1) The Danube navigational channel was marked, around the river bends, by buoys with intermittent lights. These lights were red (probably on the left side going downstream) and blue (probably on the right side going downstream).

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